



Jefferson Avenue Bikeway

www.stpaul.gov/jefferson

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Tuesday, September 27
Tuesday, October 25

Overview.

- Context.
- Project history.
- Current status.
- Projected timeline.
- Comments and questions.



Why we're here.

- Value transparency.
- Committed to public process.
- Seek clarification of facts.



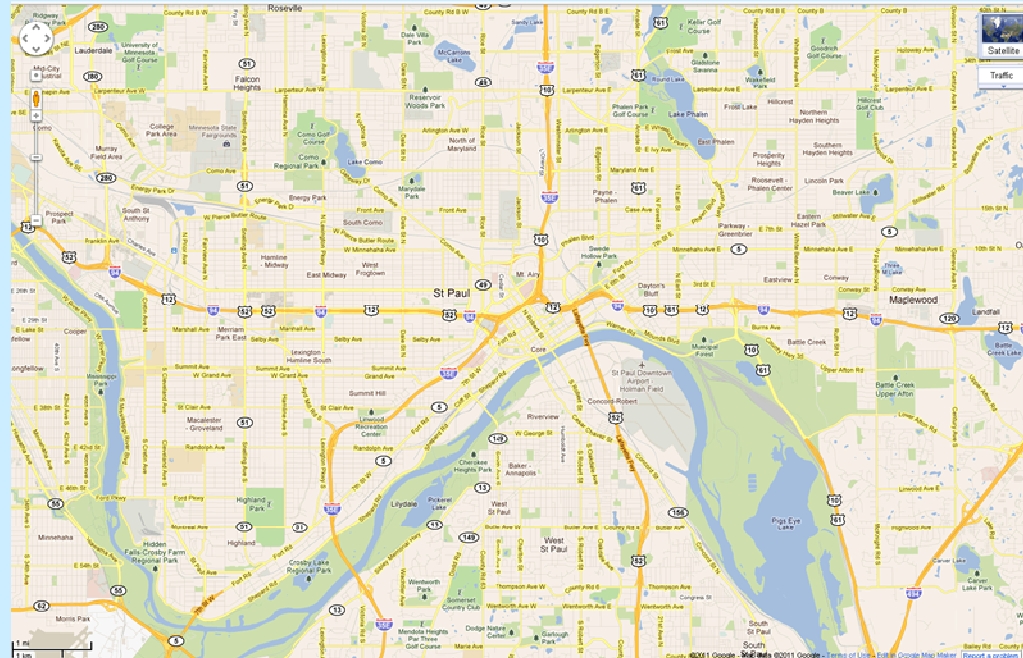
Most Livable City in America

- Safety.
- Livability.
- Choice.



How we achieve those goals.

- Complete Streets.
 - Not “all modes on all roads.”
 - Instead, “all modes on our road *system*.”



Federal Non-Motorized Transportation Pilot Program

- \$25 million
- Allocated to Minneapolis
- Can be used in adjacent cities if connection
- Administered by Bike Walk Twin Cities (Transit for Livable Communities)
- Demonstrate how improved walking and bicycling networks can increase rates of walking and bicycling



U.S. Department
of Transportation

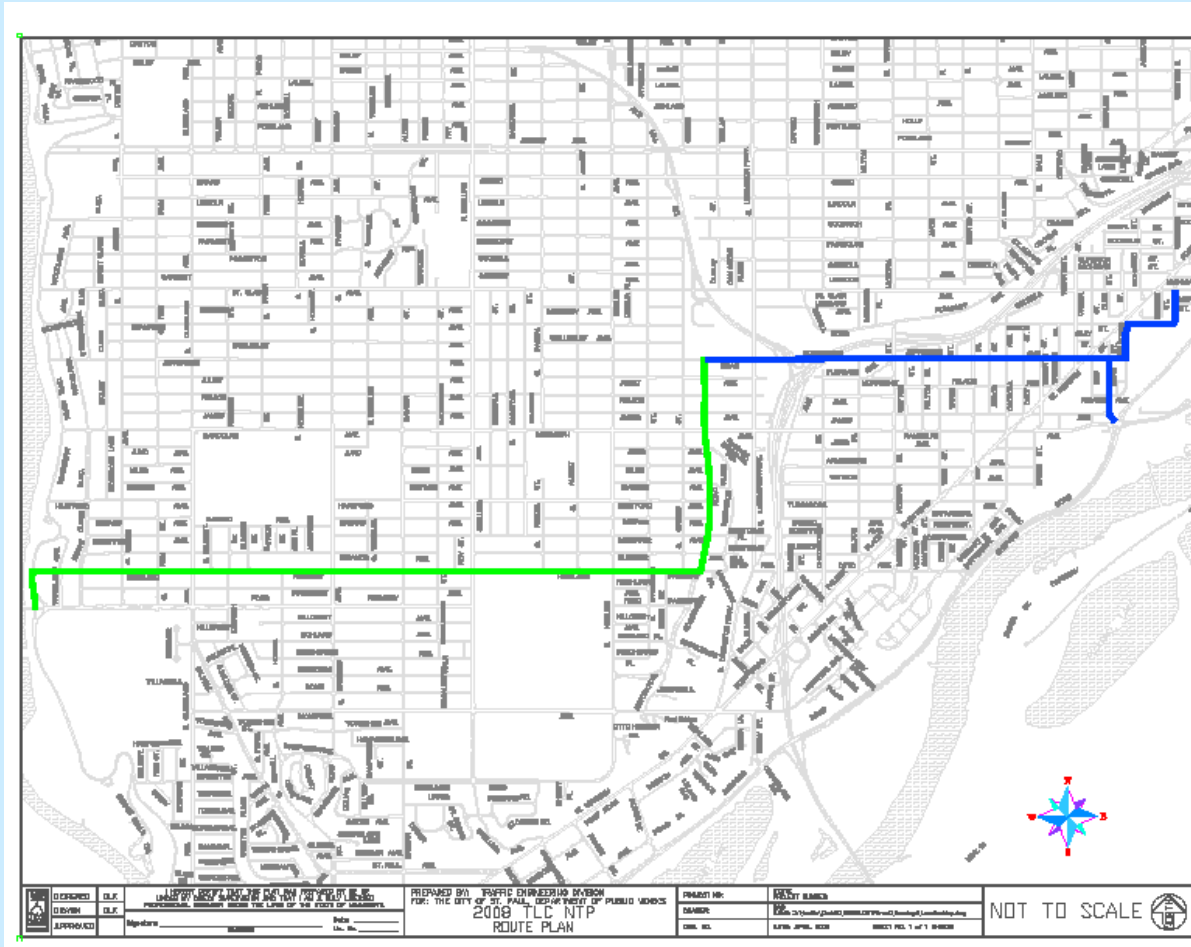
**Federal Highway
Administration**

How can our community benefit?

- Bike Walk Central Corridor Action Plan
- Marshall Avenue Bikeway Extension
- Smart Trips Union Park
- Cycloplan
- Griggs Street Bikeway
- Como Avenue Bicycle and Pedestrian Improvements
- Metro Transit Bike/Ped Improvements Study
- Sibley Bike Depot: Bike Library
- Nice Ride



First Submittal



Bike Boulevards: Defined



- An on-road technique for Saint Paul's urban settings
- Uses complete streets design standards and traffic calming
- Reduce through-traffic
- Design emphasizes the presence of bicyclists and pedestrians
- Treatments include: bump-outs, median islands, traffic circles, pavement markings, signage, etc.

What a bike boulevard *isn't*.

- Banning parking.
- Bike lanes.
- Bike path.
- Sanctioning of law-breaking cyclists.

MRB to Snelling Original Concept

- Potential Bike Boulevard Treatments
 - Traffic Circles and Removal of Stop Signs
 - Improve crossings at Cretin, Cleveland, Fairview with potential diverters/pedestrian refuges to reduce through non-neighborhood traffic
 - Speed Humps
 - Sharrow Pavement Markings
 - Directional and Destination Signing

Final Proposal Subject to Community Process

What we've done.

- Lexington to East
 - Installed Bike Lanes, Reduced Speed Limit 40 to 30 mph, Installed Signing
 - Worked on Design of Bumpouts, Sidewalk, Street Lighting
- Snelling to Lexington
 - Installed Signing, Sharrow Pavement Markings, Dynamic Speed Display Signs
- MRB to Snelling
 - Installed Signs
 - Mistakenly installed and then removed Sharrows
 - Jefferson/Cleveland Pedestrian Refuge Test

What Remains.

- Determination of design elements on Western portion of Jefferson, from Mississippi River Boulevard to Snelling Avenue.



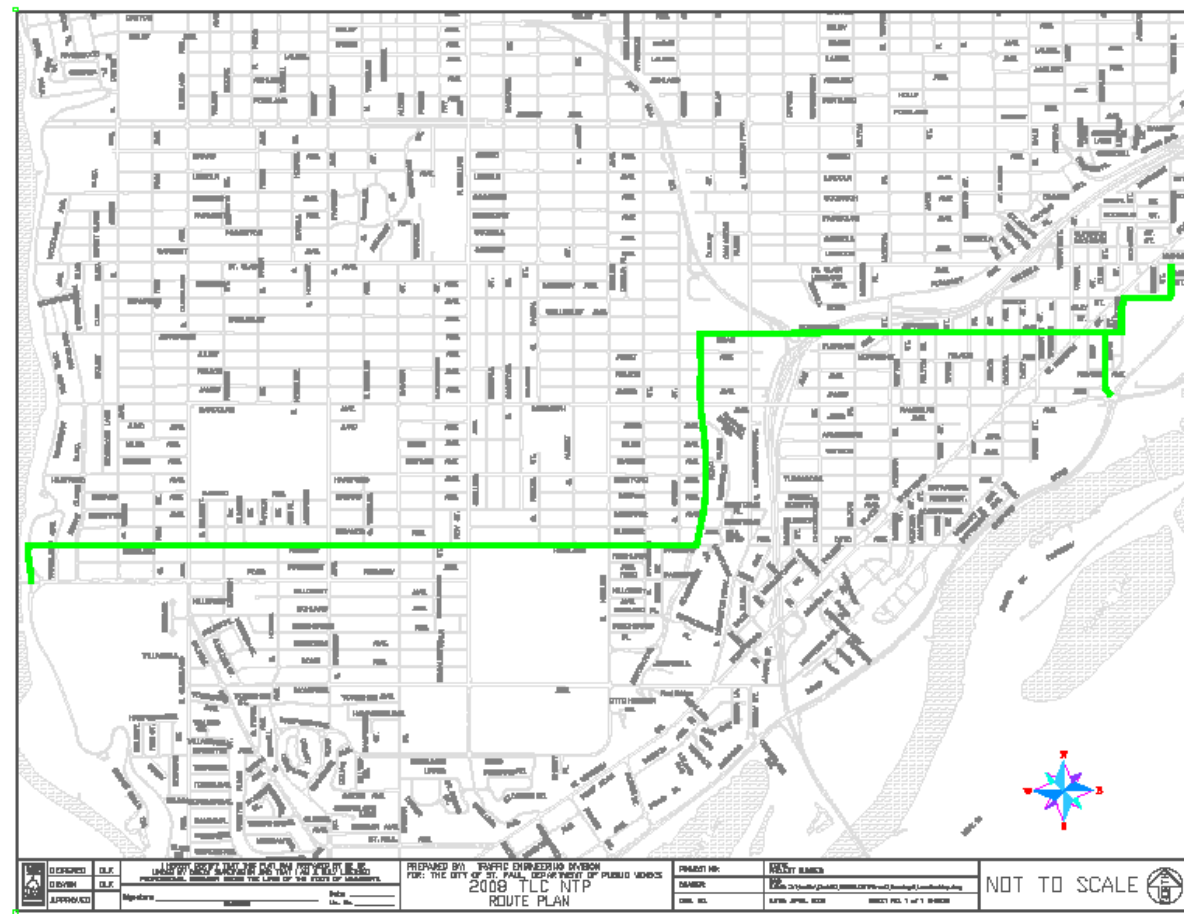
How We'll Get There: Public Process

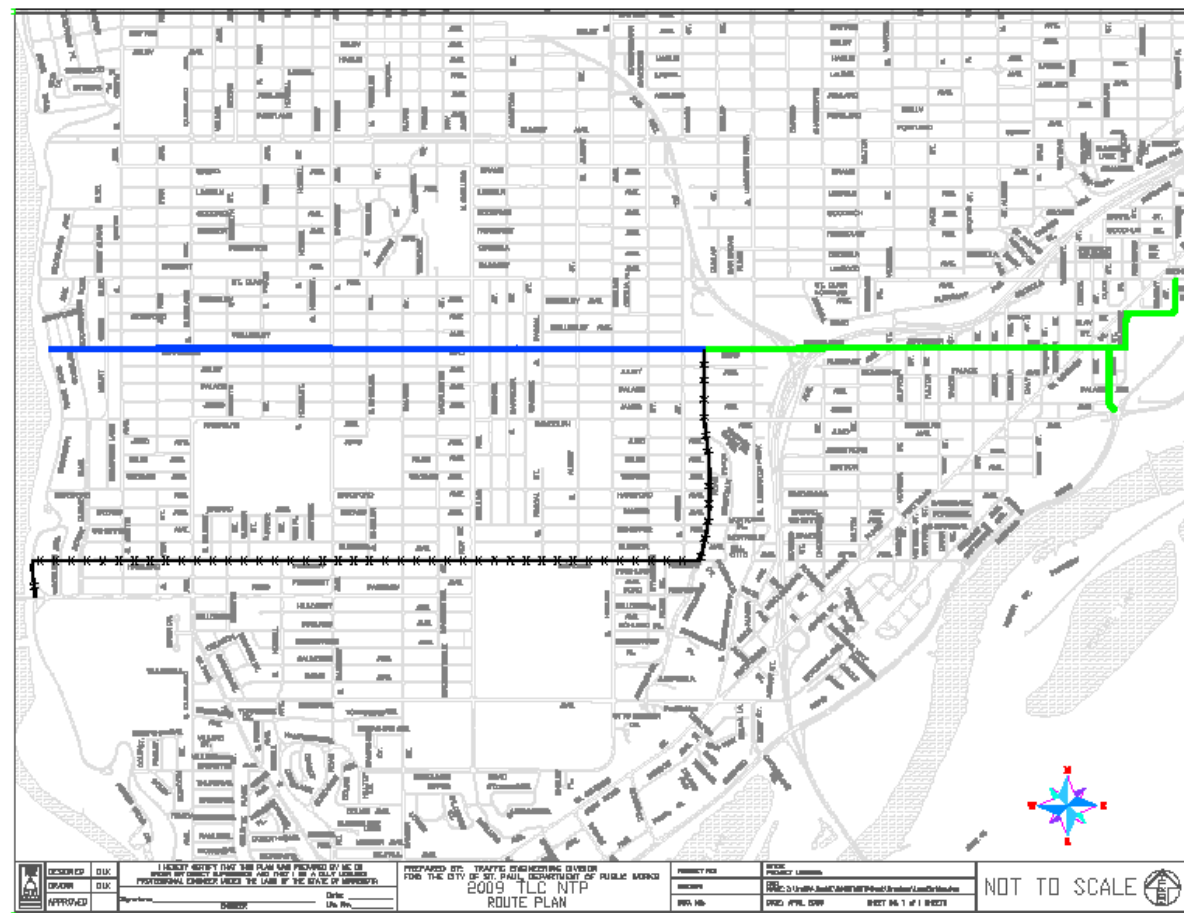
- Informational meetings (Sept 27, Oct 25)
- Planning meetings (Nov – Dec 2011)
 - A: Mississippi River Blvd. to Finn St.
 - B: Finn St. to Fairview Ave.
 - C: Fairview Ave. to Snelling Ave.
- Public review of design proposal (Jan 2012)
- Formal process
 - Transportation Committee (Feb 2012)
 - Planning Commission (Feb 2012)
 - City Council (Mar 2012)

Questions or Comments

For up-to-date project information and online feedback:

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DESIGNED BY
DRAWN BY
APPROVED

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR
UNDER MY DIRECT SUPERVISION AND THAT I AM A duly LICENSED
PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

PREPARED BY: TRAFFIC ENGINEERING DIVISION
FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS
2009 LTC NTP
ROUTE PLAN

PROJECT NO.
SHEET NO.
DATE: APR. 2009
SHEET 06.1 OF 1 SHEETS

NOT TO SCALE